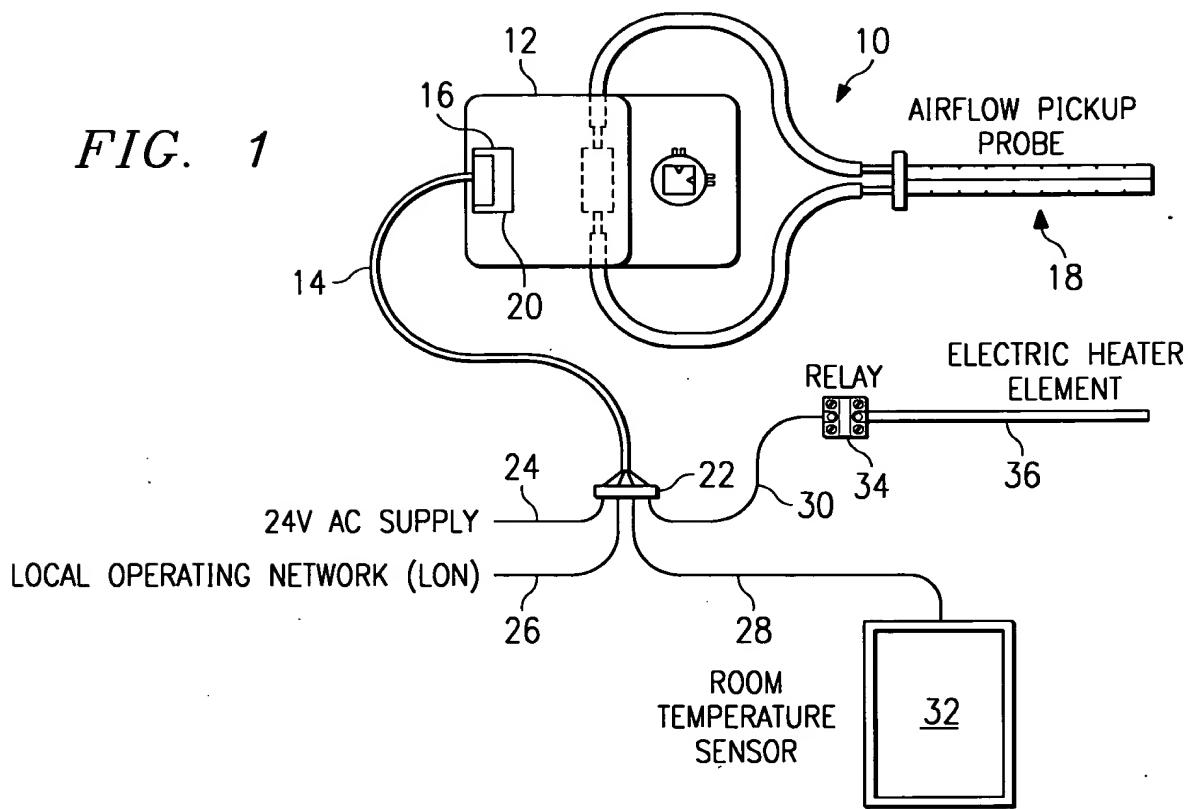


FIG. 1



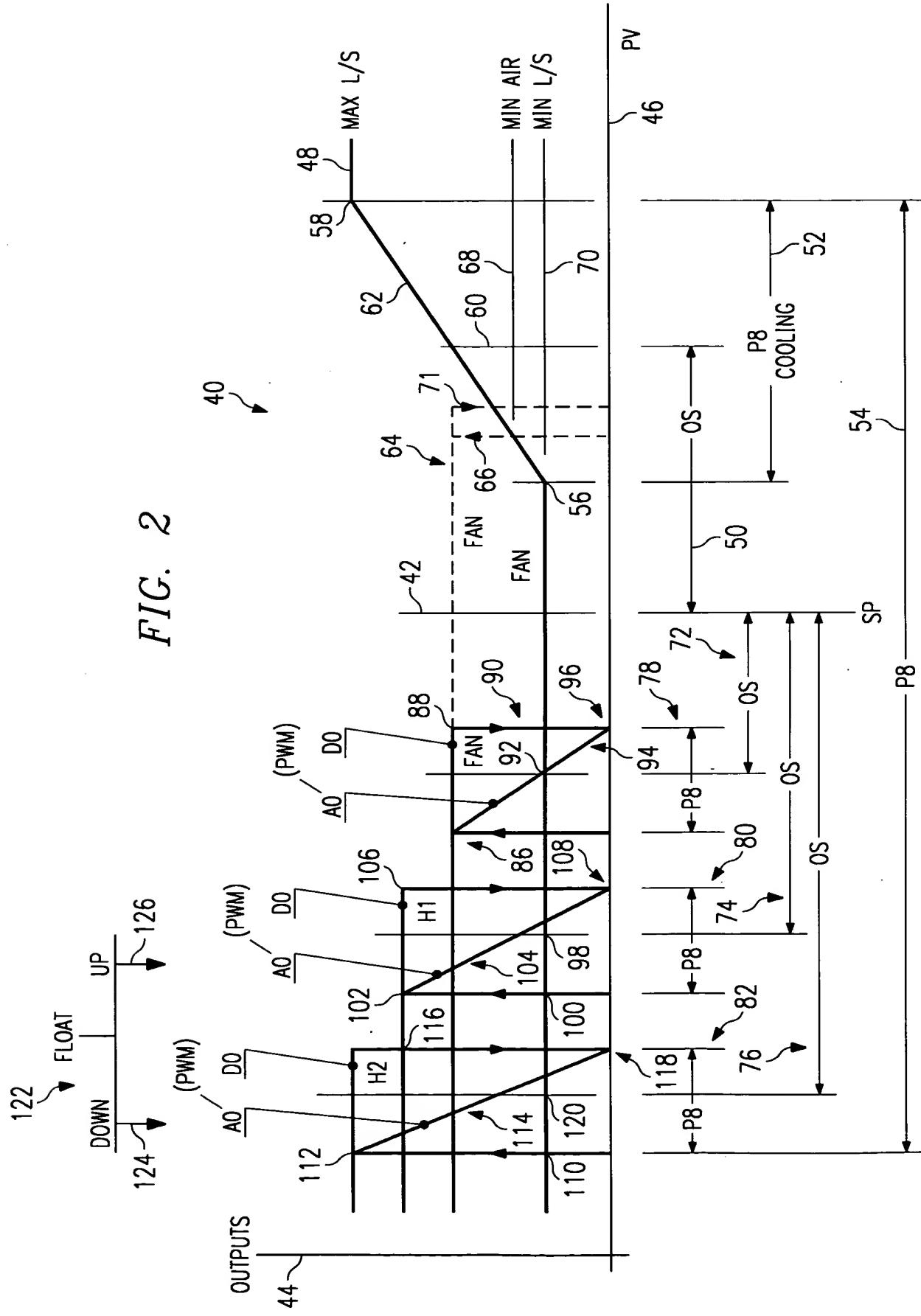
← FLOW ERROR

	X						
	-100	-40	-10	0	+10	+40	+100
	NB	NH	NS	ZE	PS	PM	PB
FLOW ERROR ↑	-100	NB	PB	PB	PB	PM	PS
Y	-40	NH	PM	PM	PM	PS	PS
↓	-10	NS	PS	PS	PS	PS	PS
	0	ZE	PS	PS	ZE	ZE	NS
	+10	PS	NS	NS	NS	NS	NS
	+40	PM	NS	NS	NM	NM	NM
	+100	PB	NS	NM	NB	NB	NB

FIG. 6

APPROVED	O.G. FIG.
BY	CLASS SUBCLASS
DRAFTSMAN	

FIG. 2



APPROVED	J. G. FIG.
BY	CLASS
DRAFTSMAN	SUBCLASS

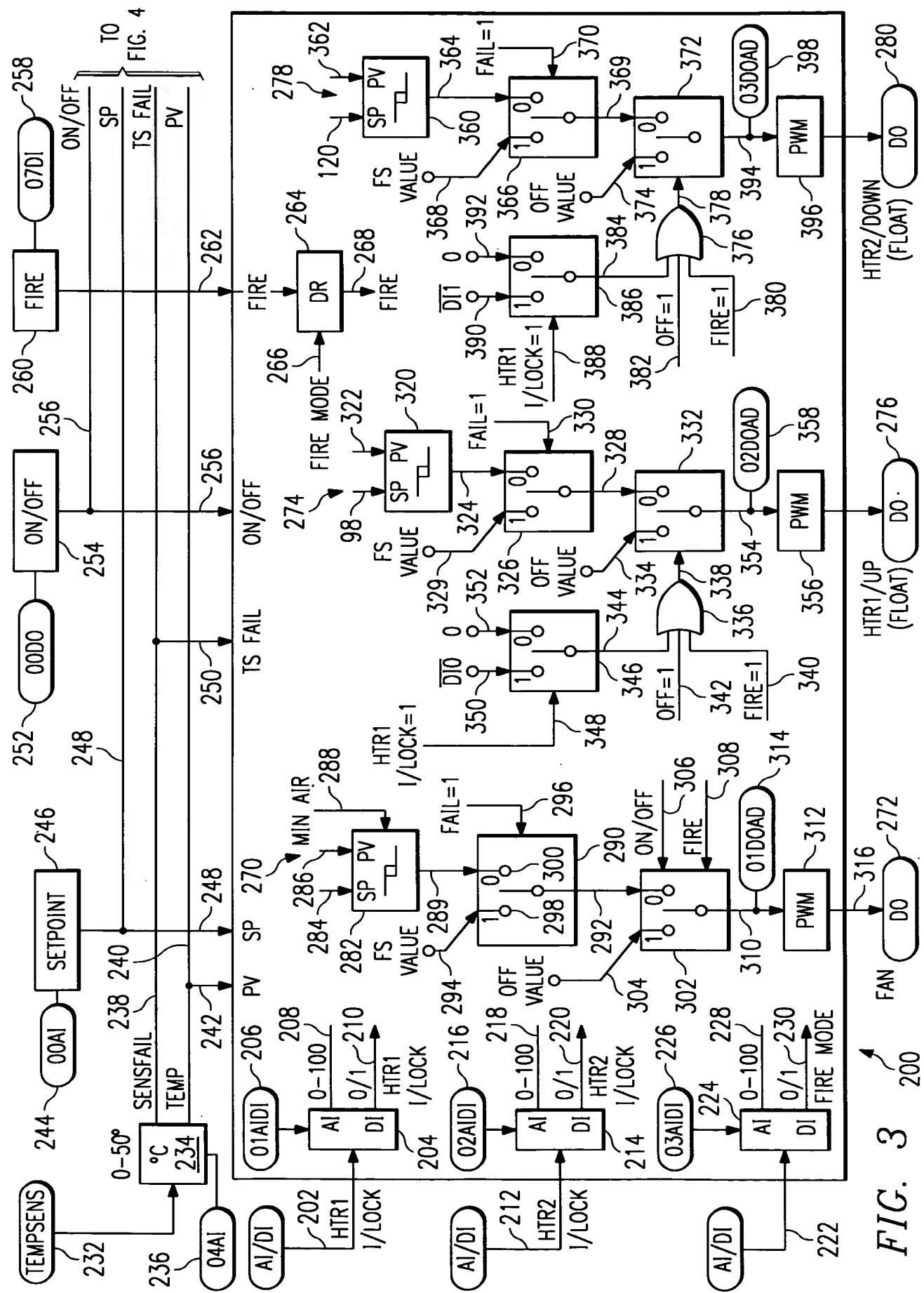
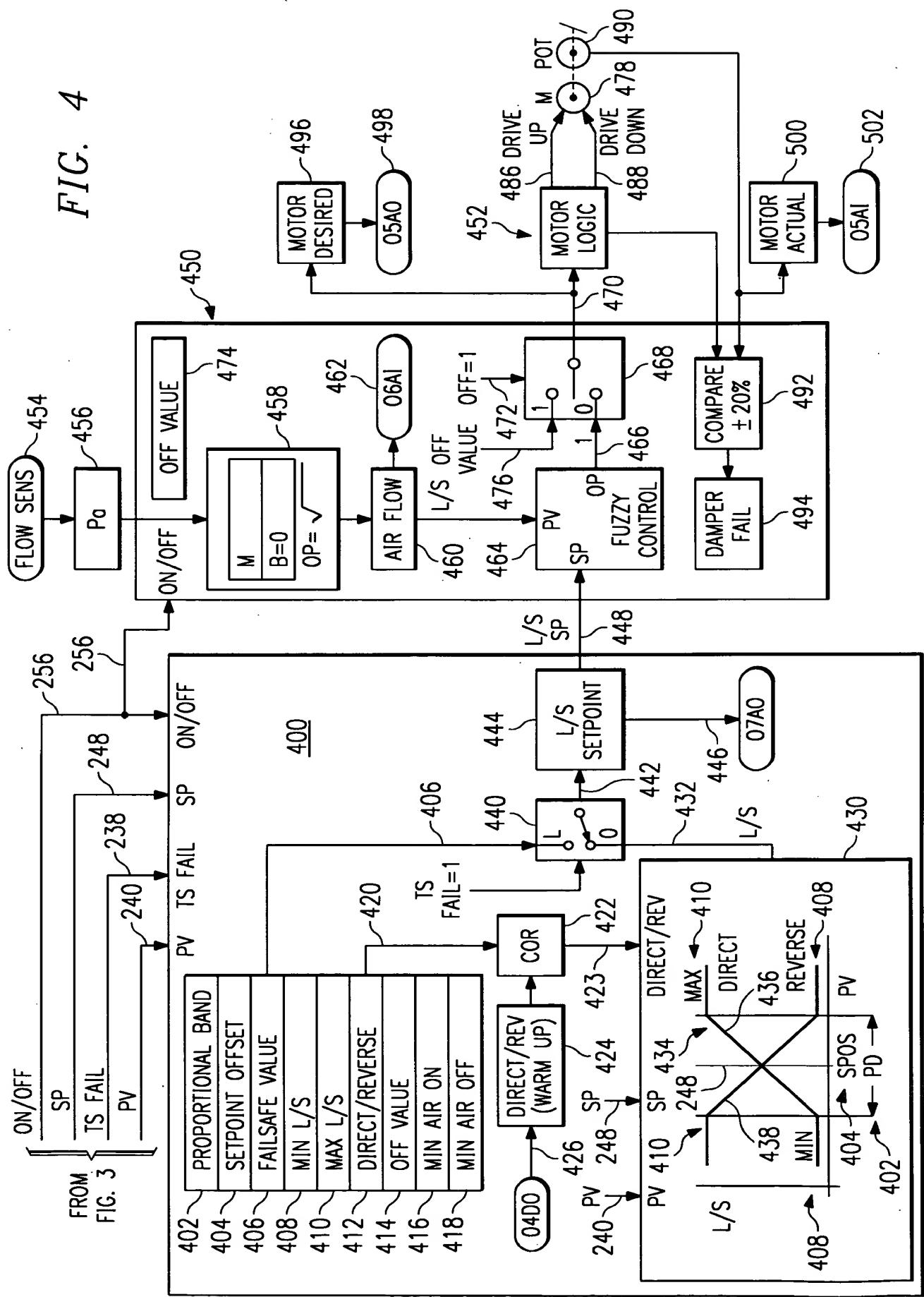
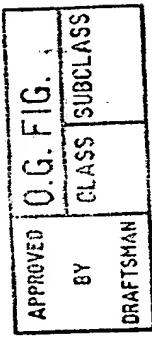


FIG. 4



	X	Y	Z		X	Y	Z
PB	-100	-100	50	NB	100	100	50
	-40	-100			40	100	
	-10	100			10	100	
	0	-100			0	100	
	10	-100			-10	100	
PM	-100	-40	25	NM	-40	100	25
	-40	-40			-10	40	
	-10	-40			0	40	
	0	-40			10	40	
	10	-40			40	40	
	40	-100			100	40	
PS	-100	-10	10	NS	40	0	10
	-40	-10			100	0	
	-10	-10			-100	10	
	0	-10			-40	10	
	10	-10			-10	10	
	40	-10			0	10	
	100	-10			10	10	
	-100	0			40	10	
	-40	0			100	10	
	40	-40			-100	40	
	100	-40			-40	40	
	100	-100			-100	100	
ZE	-10	0	7				
	0	0	7				
	10	0	7				

FIG. 5



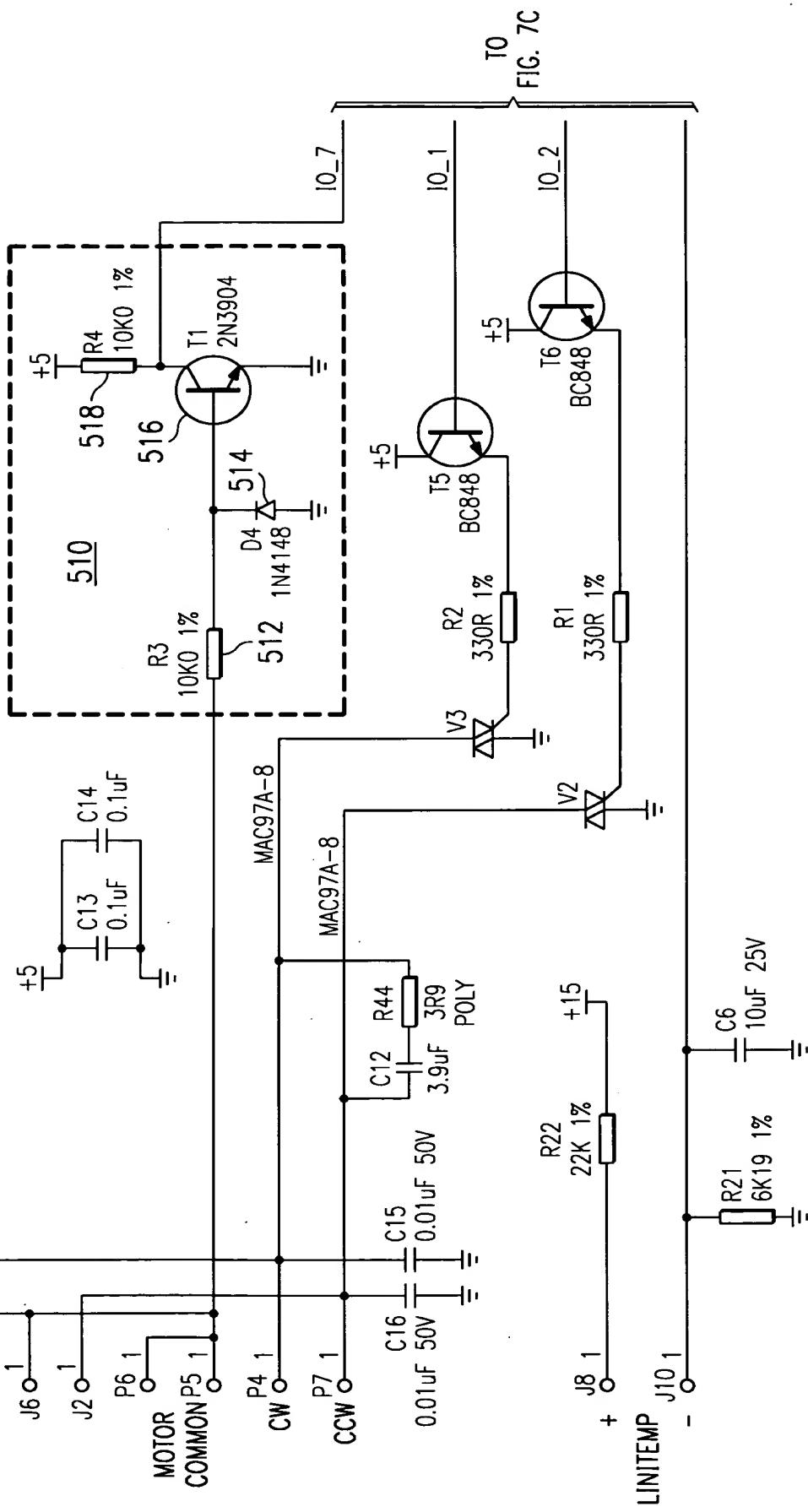
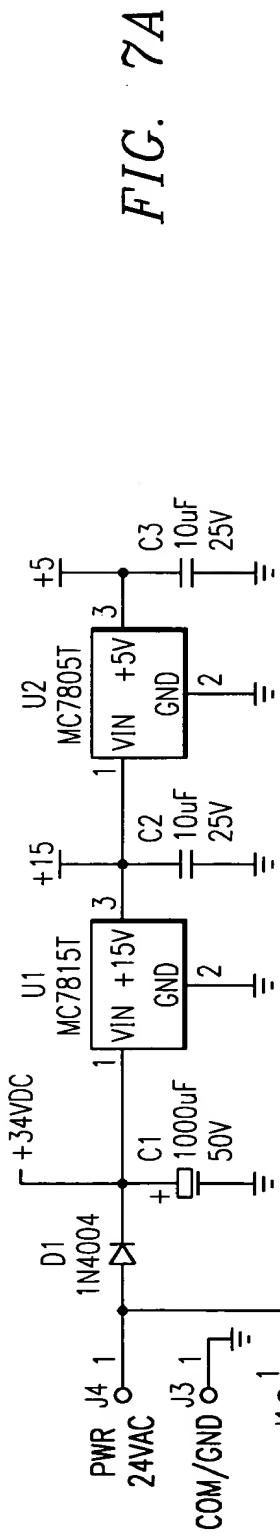
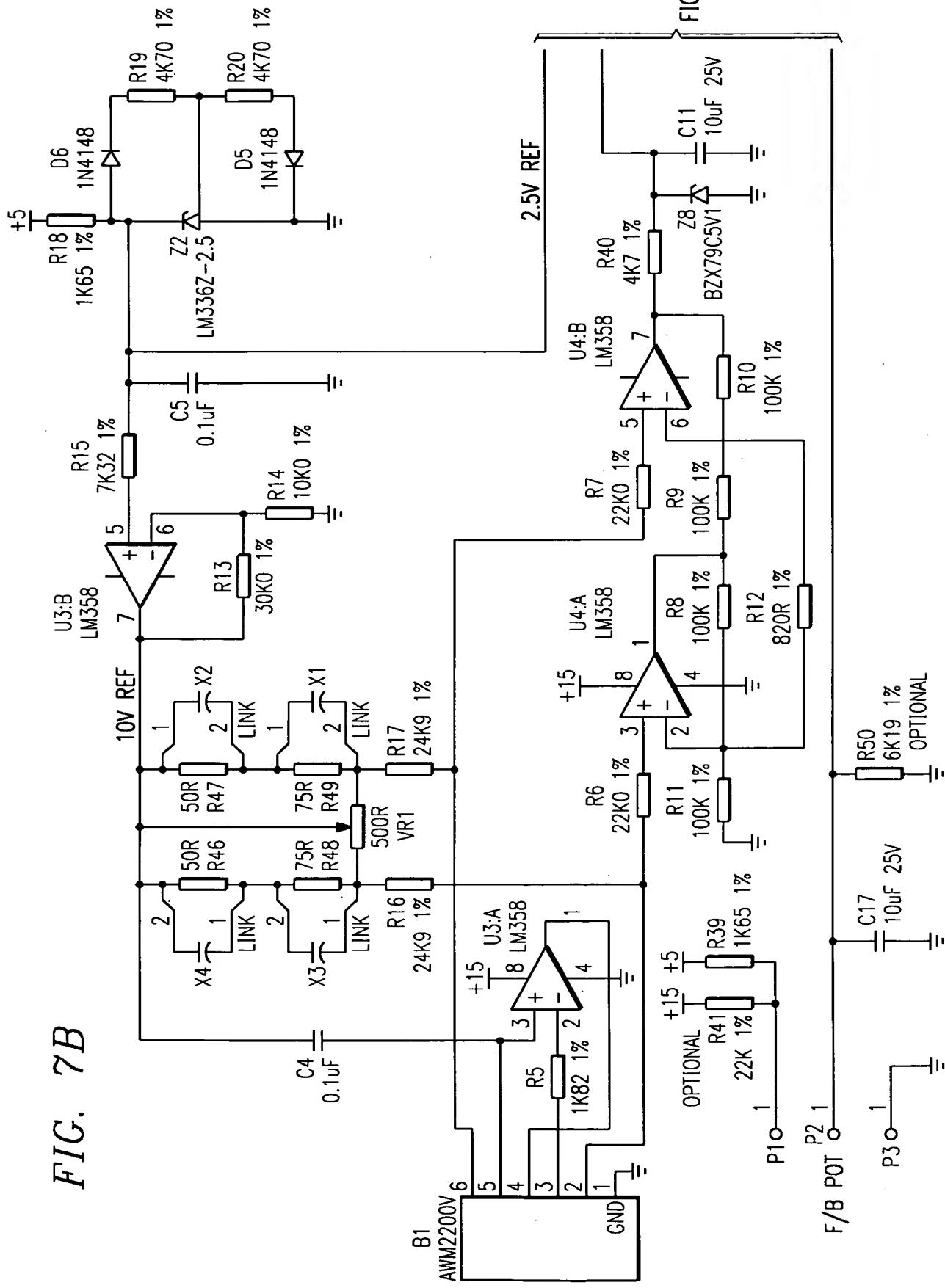
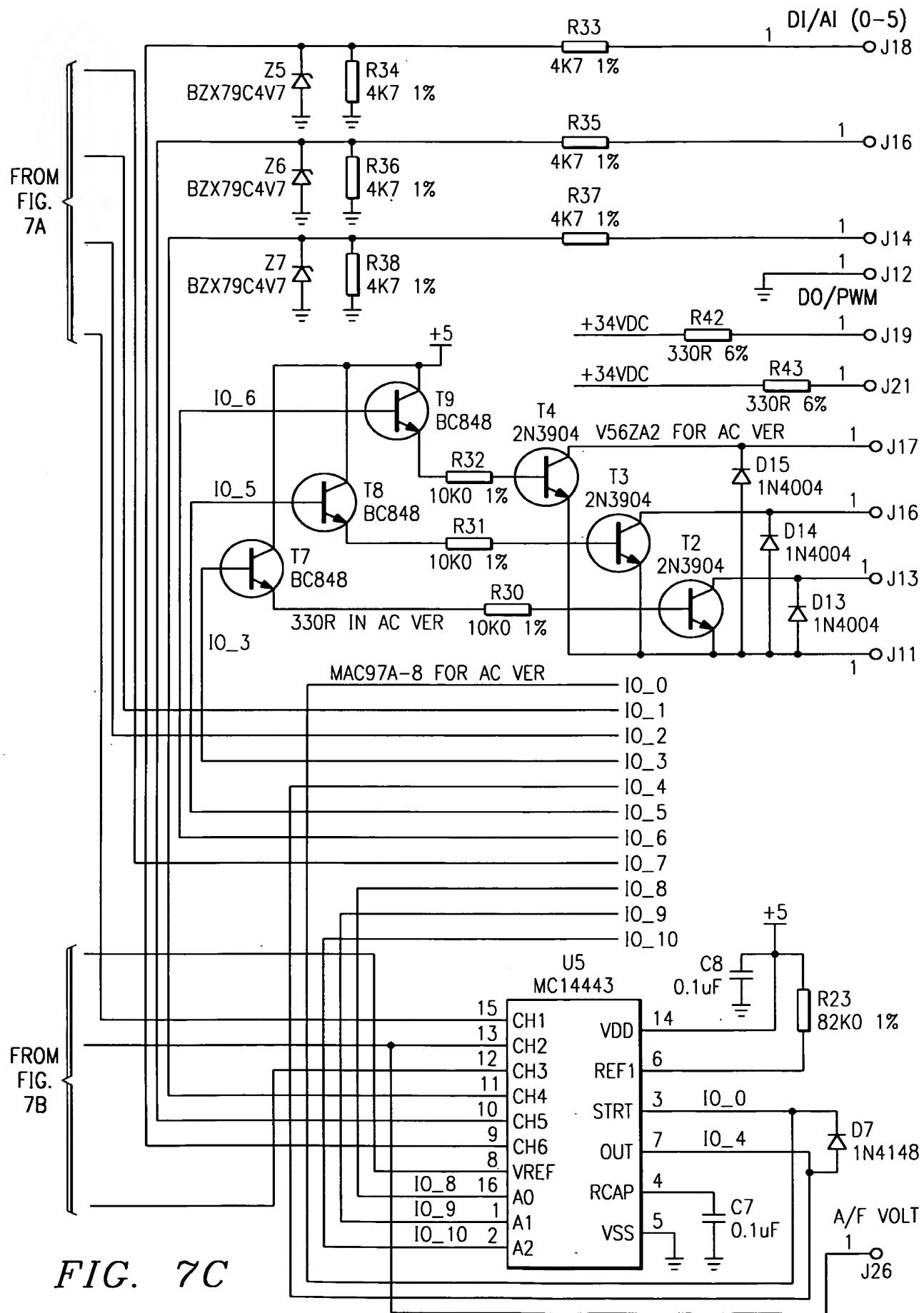


FIG. 7B





APPROVED	O. G. FIG.
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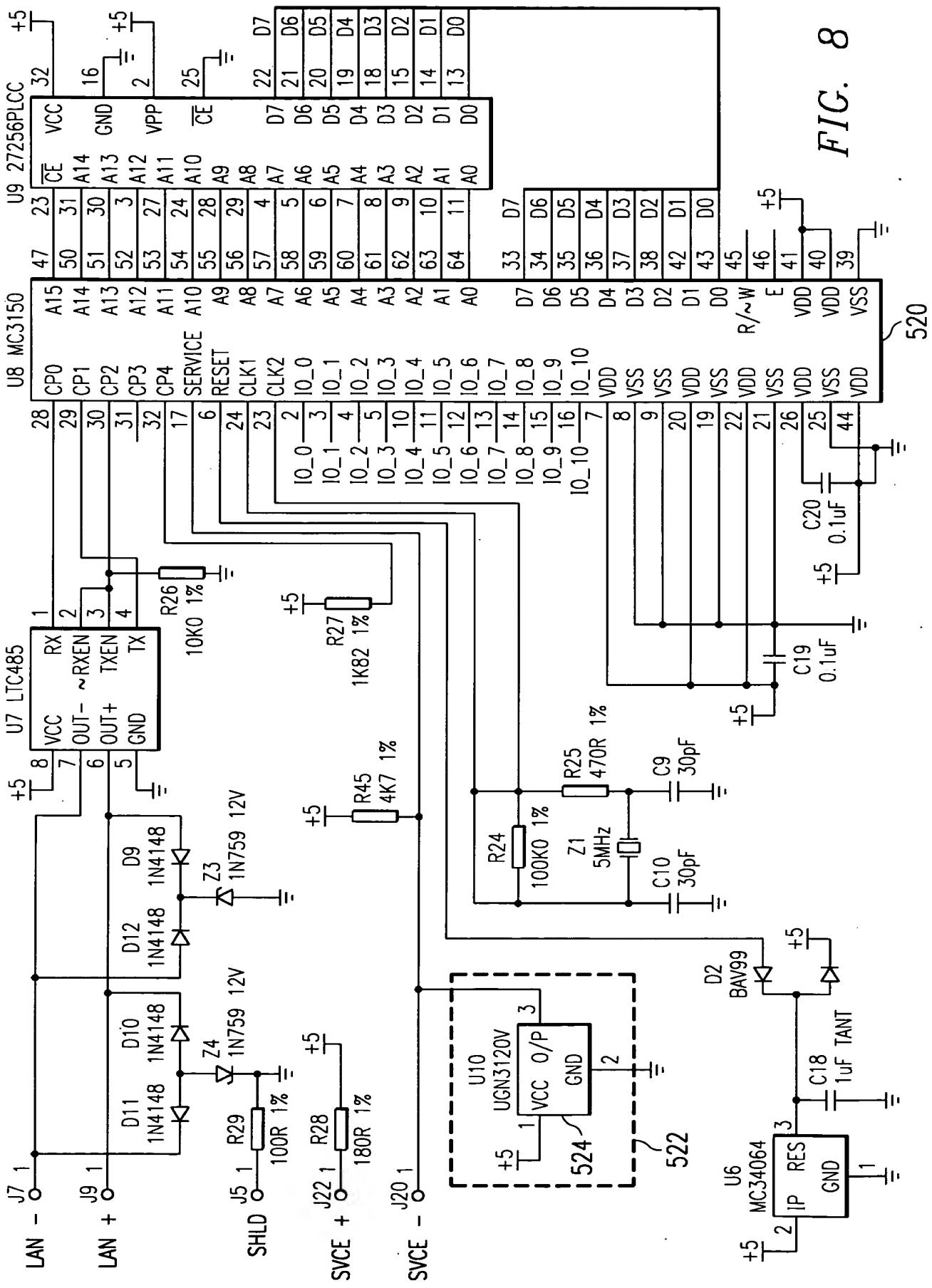
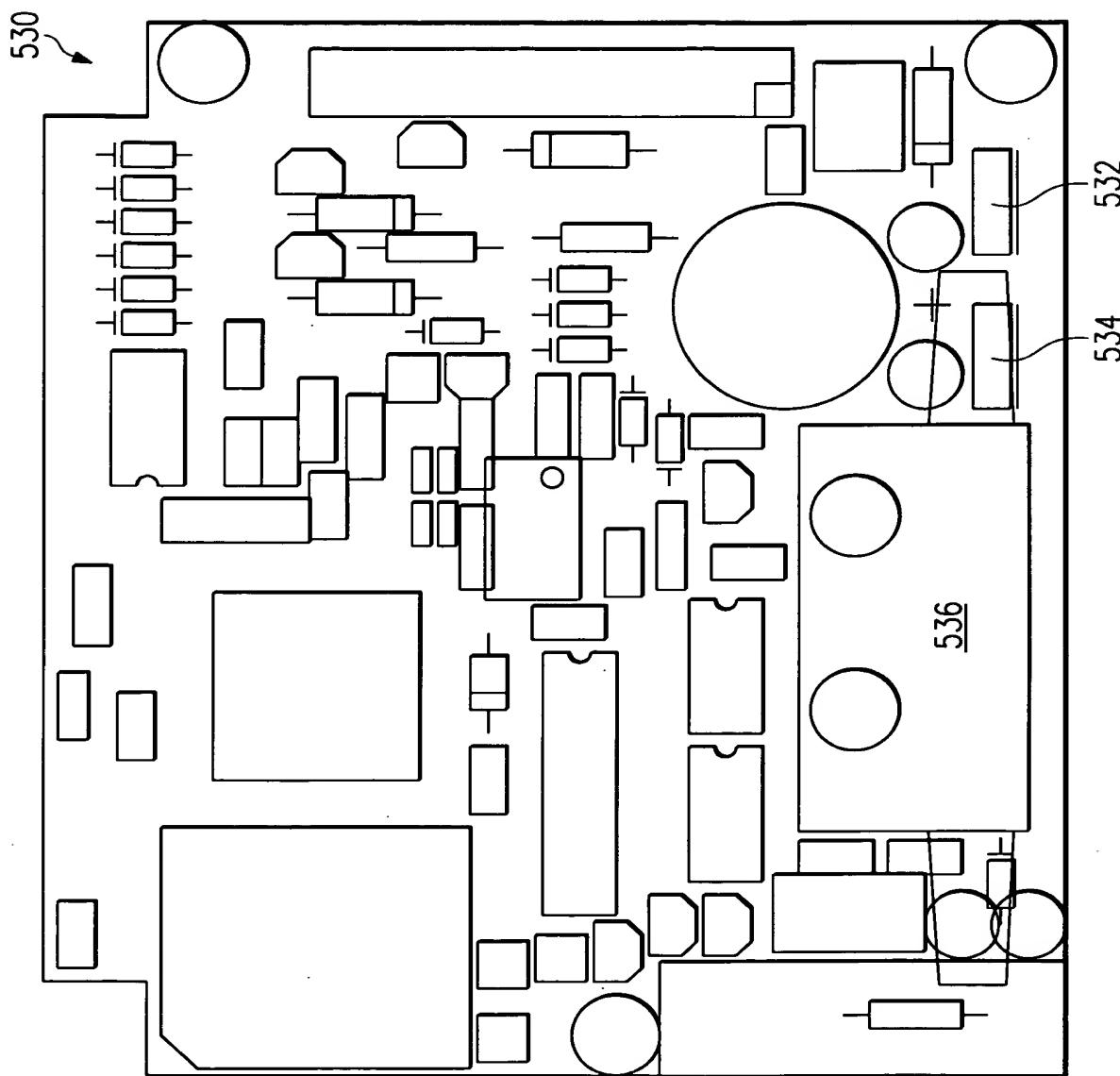


FIG. 8

520

FIG. 9



APPROVED	O. G. FIG.
BY	CLASS
DRAFTSMAN	SUBCLASS